

can in Mexico City, at their own pharmacies. We pass "buy America" legislation in this body all the time; yet here we are asking American Seniors to buy American alright, just not in America—go to Canada, or Mexico, or the Islands—just not at their local pharmacy.

Congress should pass legislation now to prevent drug companies from discriminating against U.S. Seniors, allowing them to get their drugs at the same prices as their counterparts in other countries. I urge Congressional leaders to bring to the floor the Prescription Drug Fairness for Seniors Act (H.R. 1400), which I am a cosponsor of, to directly tackle the issue of price discrimination. It's time to stop the current price discrimination and provide a comprehensive prescription drug benefit for all Seniors. Not debate re-impatriation amendments that only provide band-aids and not real answers.

HONORING THE 125TH ANNIVERSARY OF THE VILLAGE OF BALDWIN, ILLINOIS

**HON. JERRY F. COSTELLO**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 11, 2001*

Mr. COSTELLO. Mr. Speaker, I rise today to ask my colleagues to join me in recognizing the 125th anniversary of the Village of Baldwin, Illinois.

The Village of Baldwin originally was settled about one mile north of its present location. The early settlers were the Henderson, Allen and Preston families. In 1874, the Mobile and Ohio Railroad built a railroad line at its present location. Later, a grain elevator was built along the railroad and the village started to develop. In 1876, villagers circulated a petition requesting the official incorporation of the Village of Baldwin. On July 12, 1876, at a special term of the County Court, this petition was presented to Presiding Judge John H. Lindsey and County Clerk, John T. McBride. The petition, signed by fifty legal voters, requested that the organization of the Village of Baldwin located in the County of Randolph be approved.

County Judge Lindsey approved the petition and ordered an election be held on Tuesday July 11, 1876 at the office of RH Preston Esq. for the purposes of voting for or against the organization of the Village under the general laws of the State of Illinois. William L. Wilson and James C. Holbrook, Justices of the Peace of Randolph County, canvassed the election returns, finding that all votes cast were unanimously for the organization of the Village. Judge Lindsey ordered that on August 8, 1876 at the office of RH Preston Esq., an election be held for six Village trustees and one Village Clerk. The first Village Board that was elected then was S.H. Johnson, J.E. Davis, W.T. Thompson, James R. Holden, W.M. Wilson and S.B. Adams. The elected Village Clerk was S.D. Lindsey. On August 11, 1876, the Board of Trustees held its first meeting. S.B. Adams was chosen as the President of the Board and W.S. Johns was appointed Village Constable and S.D. Lindsey was appointed Village Treasurer.

The Village of Baldwin prospered as a small trading Village throughout the years. The main

business being a grain elevator, of which there has been one in Baldwin since its incorporation. At present, the elevator is owned and operated by Gateway FS. In 1932, Highway 154 was built through Baldwin to provide all-weather transportation to neighboring towns and communities. In September of 1940, the Mobile and Ohio Railroad was purchased by the Gulf, Mobile and Northern Railroad and renamed the Gulf, Mobile and Ohio. Later it merged with the Illinois Central Railroad and today it is part of the Canadian National System. Passenger and freight service was provided on the railroad until October 1958, when passenger service was discontinued in the 1980's. The present rail system supplies services to the Baldwin Power plant, Fairmont Minerals, the Kaskaskia Regional Port District and Gateway FS.

In the Village of Baldwin the educational system consisted of a three-year high school, a public grade school and a Lutheran grade school. The high school was discontinued in the mid 1940's and the school district became part of the Red Bud School District. In 1959, the public grade school closed and children were sent to Red Bud schools. The Lutheran grade school also closed in the mid 1970's and children attend either Prairie or Red Bud. Baldwin is also the home to many churches. Both the St. John's Lutheran Church and the Baldwin Community Presbyterian Church have organizations to promote the welfare of their members. The Village also has many varied civic organizations which include the American Legion Nicholas Laufer Post 619, the Baldwin Athletic Club, the Baldwin Community

In 1964, the Village installed both water and sewer systems. The water plant received severe damage from the 1993 flood and the plant needed to be moved out of the flood plain. After deliberation by the Board, it was determined that the Village became part of the newly formed rural water system. In early last year, the Village water system became part of the Egyptian Water Company, which purchases water from the City of Sparta. The Village sanitary sewer system was upgraded in 1987 and with federal and state assistance, their water system is about to be improved.

In 1999, the old school building, which previously served as the Village Hall, was razed. With assistance from local political leaders, funds were made available for a new Community Center. Both State Senator David Luechtefeld and State Representative Dan Reitz helped to secure the new Center. This center, when completed, will be used for all community functions and also serve as a meeting room for the Village Board. Offices for the Village President and Village Clerk will also be included in this facility. Today, the Village of Baldwin is presided over by Jeffrey S. Rowold, Village President, Wesley G. Stellhorn-Village Clerk, Eileen Mehrling-Village Treasurer, Craig Hartman, James Mueller, Darrell Mueth, Tammy Prost, Gary Schoenbeck and Cheryl Sellers all Village Trustees.

Mr. Speaker, I ask my colleagues to join me in honoring the 125th Anniversary of the Village of Baldwin and to salute its past, present and future residents.

HONORING ALLEN RAMSEY

**HON. VAN HILLEARY**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 11, 2001*

Mr. HILLEARY. Mister Speaker, I rise today to commend Mr. Allen Ramsey of Sullivan County, Tennessee for his meritorious service to the people of Tennessee and to wish him good luck representing the State of Tennessee at the National Auctioneer Association meeting.

Allen Ramsey exemplifies the best of our great state. He works hard and gives his all to everything he does. Like many native Tennesseans, Allen grew up on a farm, and has become a farmer himself. In addition to raising cattle and tobacco on his farm, Allen has become a very accomplished auctioneer.

Last December, Allen Ramsey was recognized as the "Tennessee Grand Champion Auctioneer." He competed against seventeen other entries and was among five finalists before winning the coveted title of "Tennessee Grand Champion Auctioneer."

Mr. Speaker, next week, Allen will represent Tennessee at the National Auctioneer Association meeting in Boise, Idaho. I congratulate Allen on being named "Tennessee Grand Champion" and wish him the best of luck when he travels to Boise to represent our great state.

COMMERCIAL DRIVER'S LICENSE DEVOLUTION ACT OF 2001

**HON. HOWARD COBLE**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 11, 2001*

Mr. COBLE. Mr. Speaker, today I am introducing the "Commercial Driver's License Devolution Act of 2001." This legislation will give states the option to establish their own commercial driver's license (CDL) requirements for intrastate drivers.

As many in this House already know, I have always been a strong advocate for taking power out of Washington and returning it to the states. I do not believe that our traditional, one-size-fits-all approach to governing is effective, efficient or economical for the American taxpayer.

The legislation which I propose today would return power to the states by giving states the option (and I emphasize option) to license intrastate drivers of commercial motor vehicles based upon testing standards determined by the individual states. As you know, the Commercial Motor Vehicle Safety Act of 1986 (CMVSA) required states to establish a new and uniform program of testing and licensure for all operators of commercial vehicles both intra- and interstate. The principal objectives of this Act have been met and would not be harmed by this legislation.

The CMVSA is good law, and its provisions were necessary and timely for improving standards of performance for long-haul truck drivers. The CMVSA, however, was also imposed upon intrastate commerce where the